



TRAFFIC AND SAFETY MANUAL

Chapter 3 – Pavement Markings 3C – Application

Traffic Control

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General

Pavement marking is a slow moving operation within the traveled portion of the roadway thereby constituting a source of conflict with normal traffic flow. Traffic control layouts in this section are designed to give adequate advance warning to passing and oncoming traffic to assure safety for the traveling public and those operating pavement marking equipment.

Responsibilities

The District Operations Manager (DOM) shall check that all vehicles, equipment, signs, flashers, arrow panels, etc. are made available to the Pavement Marking Crew before authorizing them to proceed. The Garage Operations Assistant (GOA) shall be in immediate charge of the operation and determine that all vehicles and equipment are in good operating condition before commencing work. The Area Supervisor shall provide vehicles and/or personnel as needed to make up a complete compliment as shown on the Traffic Control Layouts. If vehicles and personnel are not available in the area, the DOM or the District Maintenance Manager (DMM) may obtain them from adjacent areas as directed.

Traffic Control Layouts

Traffic Control Layouts are shown in Figures 1 through 5. Figures 1 and 2 are for centerline and edge line placement on two lane roadways while Figures 3, 4, and 5 are for centerline, lane line and edge line placement on four-lane divided and undivided roadways. All equipment and signs shown on these illustrations shall be present before work begins. The distance between units should be obtained shortly after operations begin. These distances are suggested under normal conditions and may be varied for unusual circumstances. The lead pickup should be in the right hand lane proceeding in the direction of the marking operation to assure that oncoming traffic will have the best opportunity to see the first sign in the convoy. Traffic overtaking the pavement marking operation shall be aided by the lead pickup moving to the shoulder to make the passing maneuver safer and to keep traffic moving. The operator of the lead pickup must use care in moving from the shoulder to the traffic lane and stay clear of the traffic at all times.

The District Engineer or the State Traffic Engineer shall approve all variations from the Traffic Control Layout requirements before being used. The District Engineer should report variations to the State Traffic Engineer so improvements can be made to the existing Layouts.

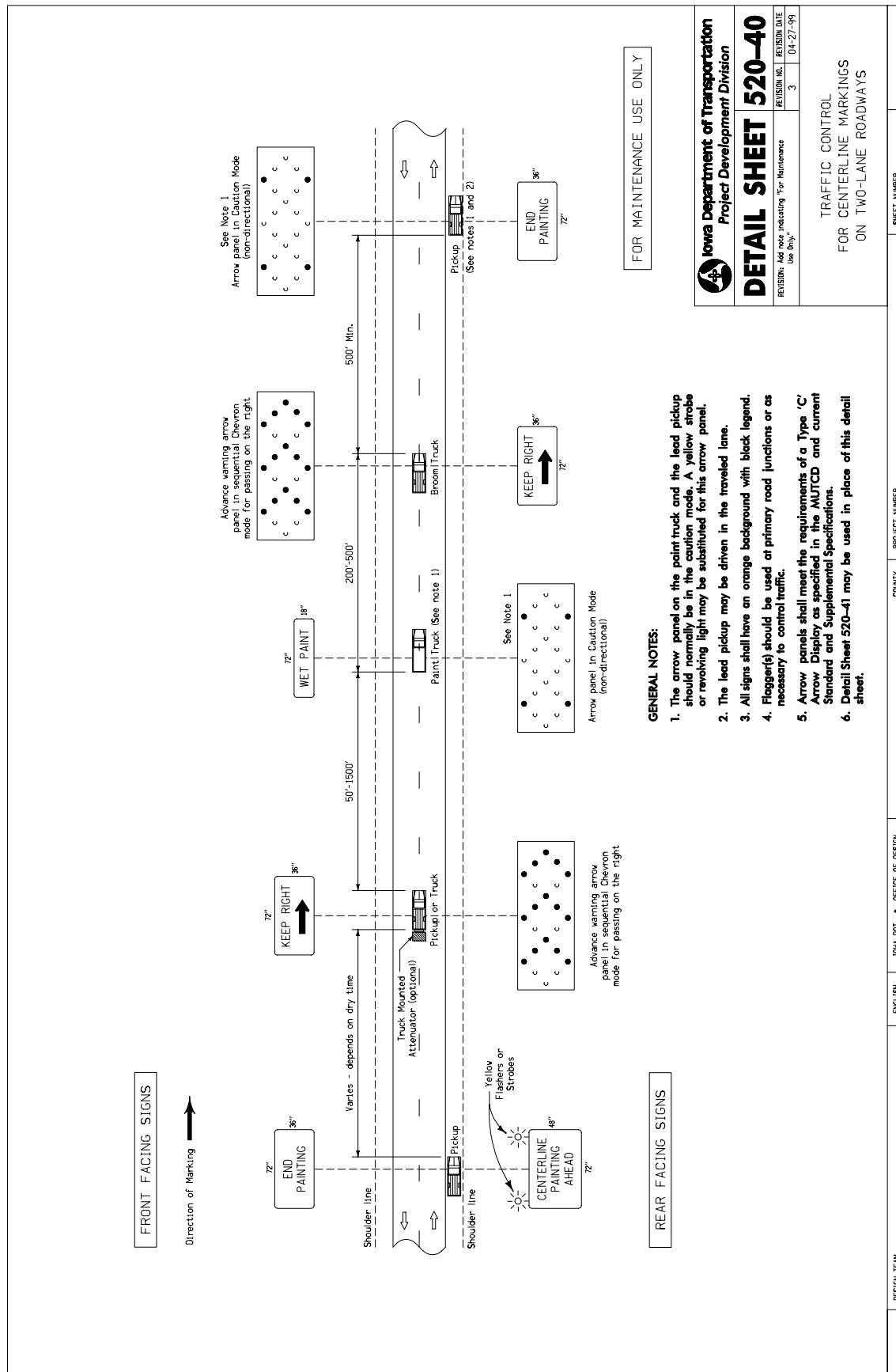


Figure 1 [Figure Links](#)

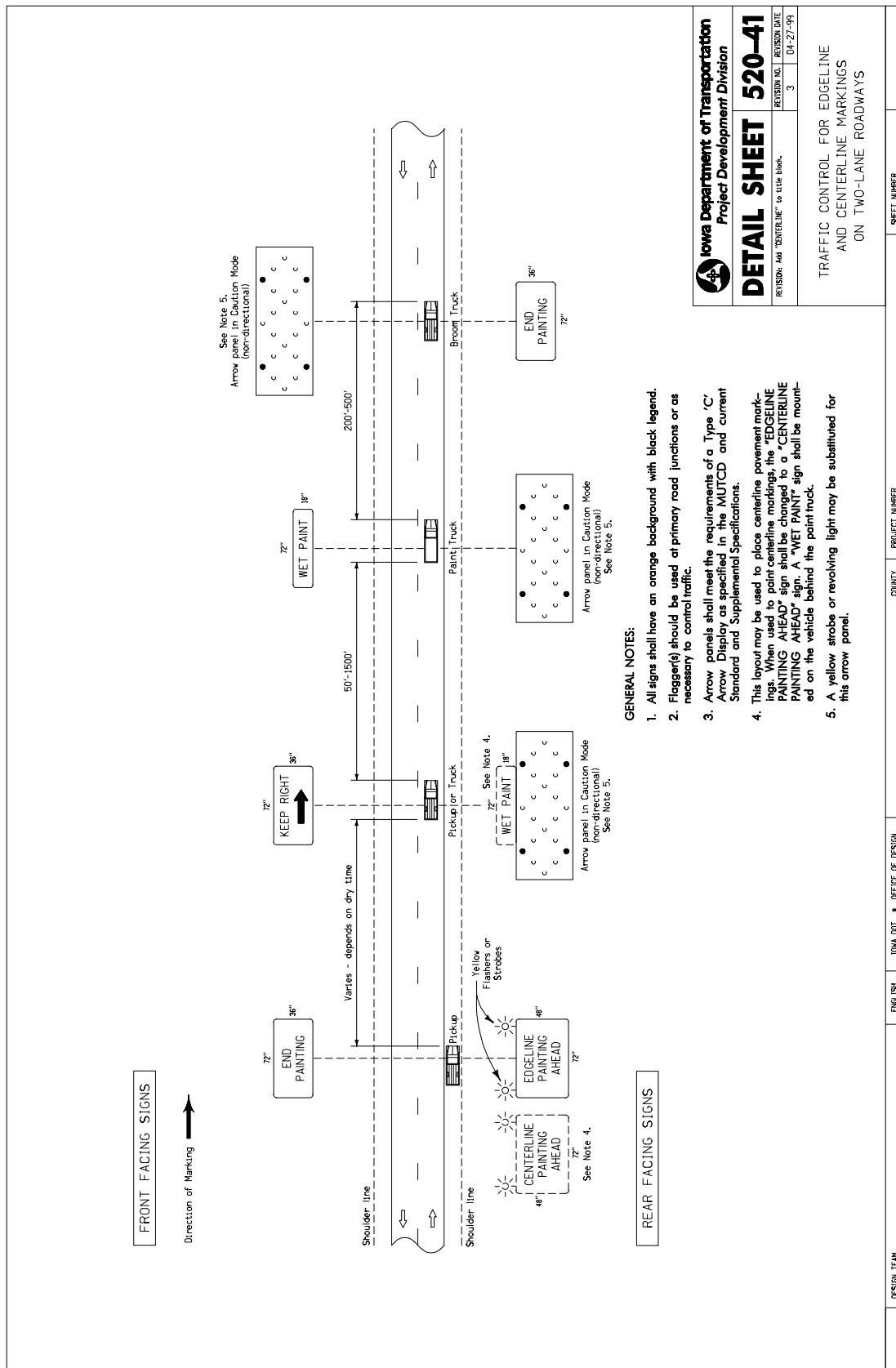


Figure 2 [Figure Links](#)

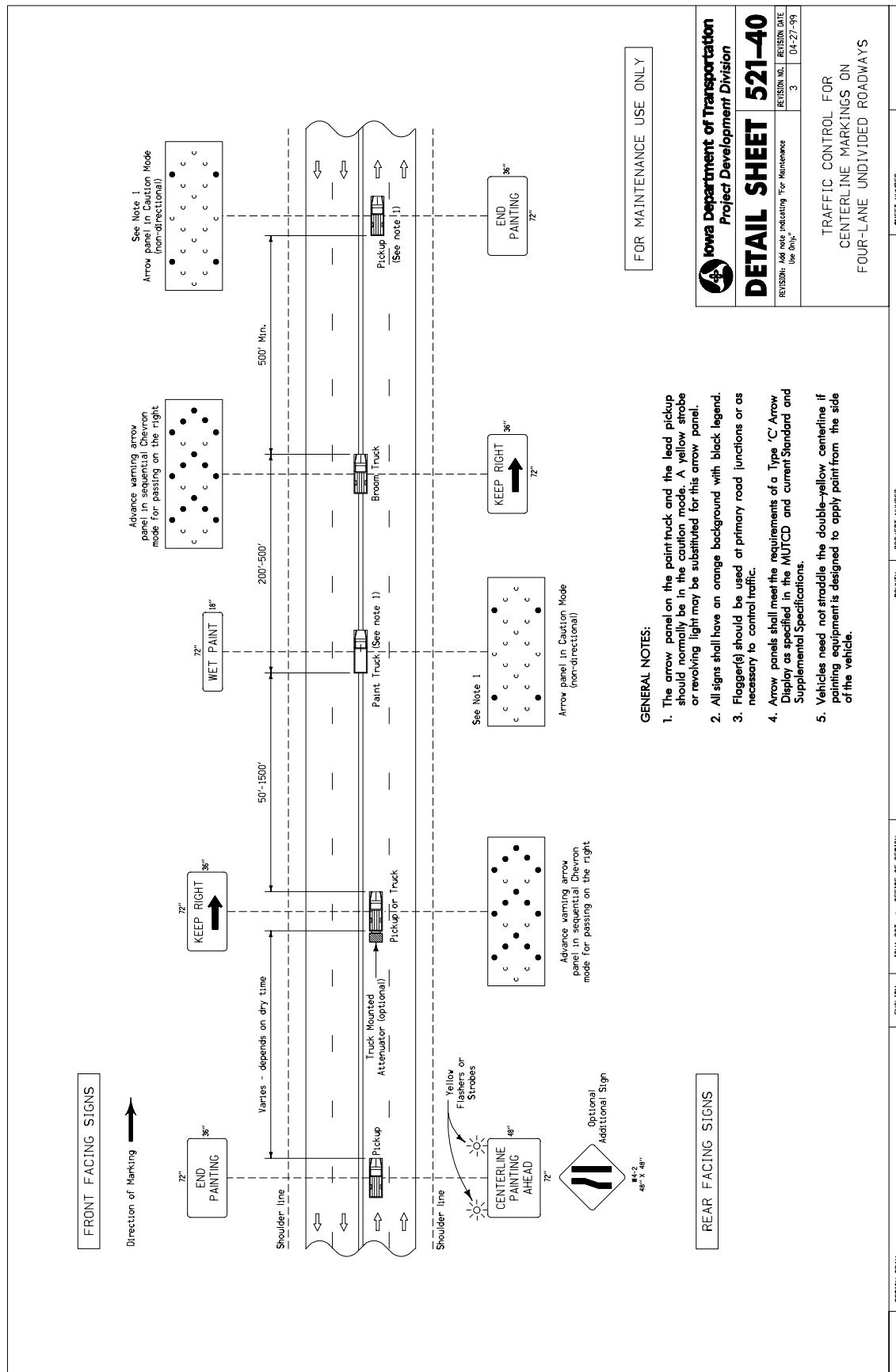


Figure 3 [Figure Links](#)

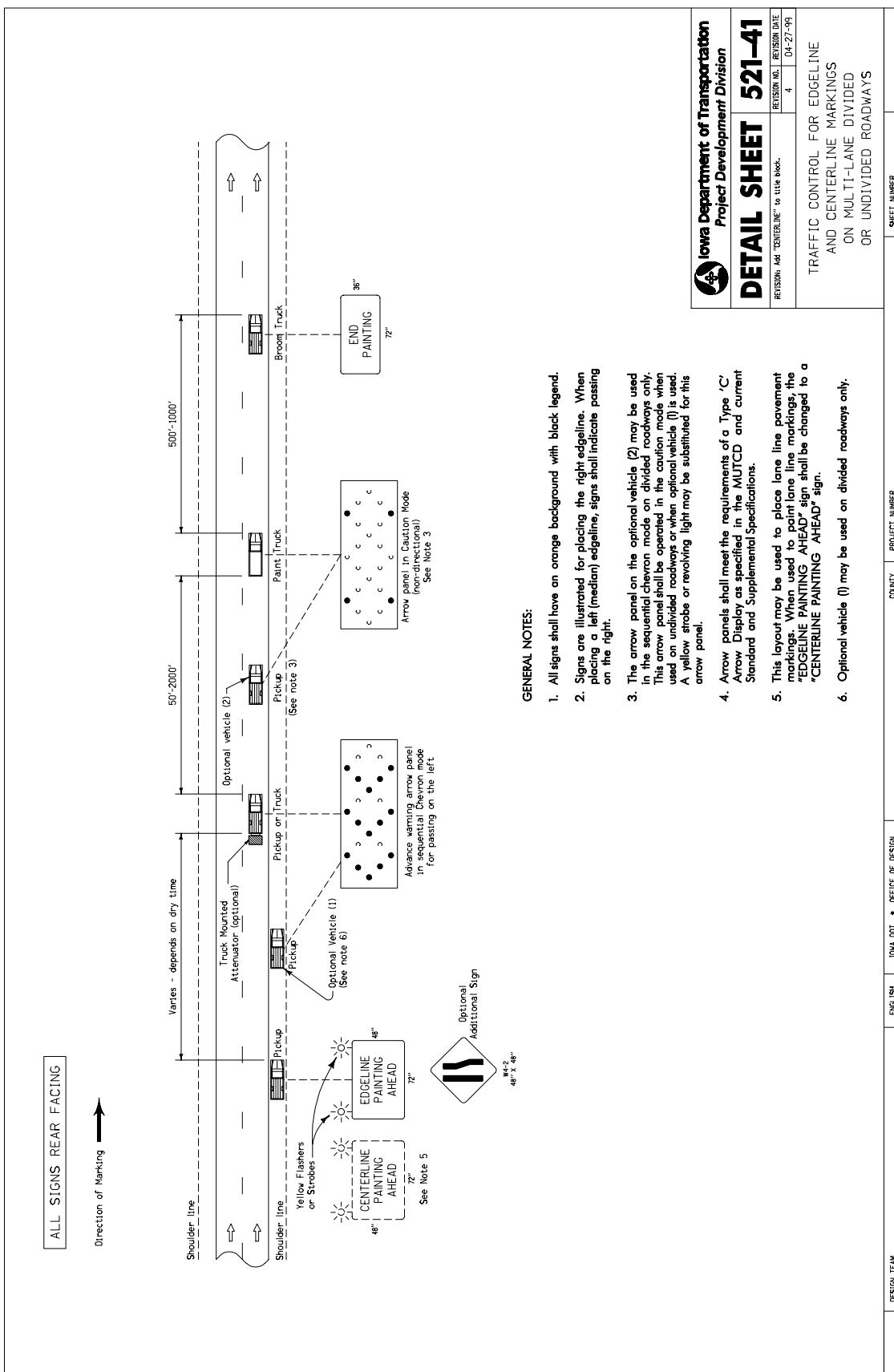


Figure 4 [Figure Links](#)

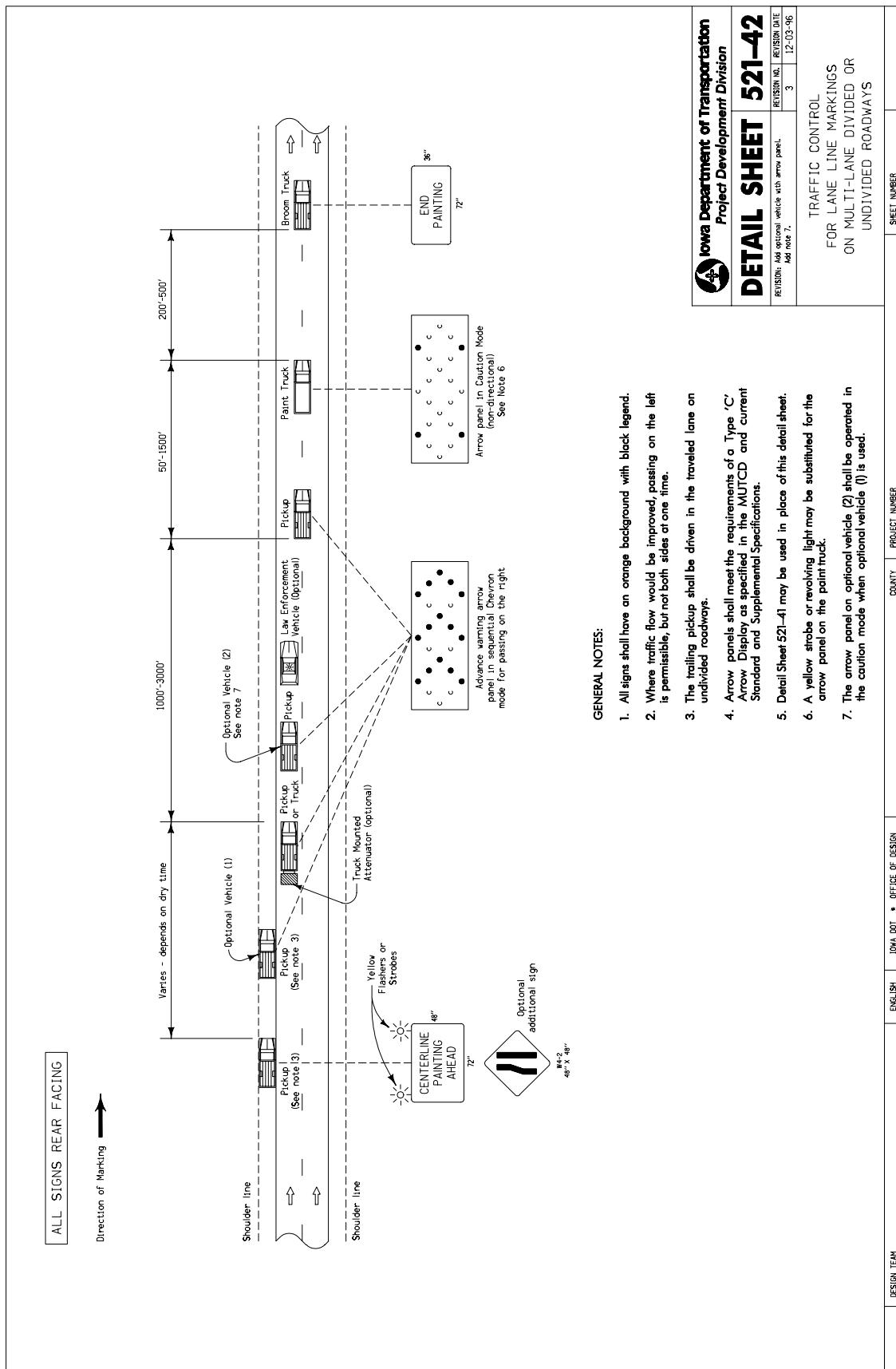


figure 5 Figure Links

Miscellaneous Requirements

Except in an emergency, traffic will not be stopped on the roadway near the pavement marking operation. Signs, flashing light, or arrow panels only will provide information for the motorists. Traffic entering an interstate or other four-lane highway may be warned by signs and/or a flagger but not stopped except in an emergency. Traffic entering the Primary Road being marked from another Primary or Secondary Road may need to be stopped and advised of the pavement marking operation nearby.

All signs shall be mounted on vehicles in such a manner that they can be folded down or covered when the message is not applicable.

Assistance By Law Enforcement Agency

The Iowa State Patrol or City Police may be requested to have a law enforcement officer present, if available, during the marking of Interstate or other multilane facilities. See Figure 5 for the location of a law enforcement vehicle when used. When markings are scheduled, the DOM shall arrange with the law enforcement agency for this assistance, if deemed necessary.

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